

AUGUST 2017

The National Falcon News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1963 Falcon Sprint Hardtop
Marilou Lissandrello
Morgan Hill, California

ON THE COVER

Marilou Lissandrello's 1963 Sprint Hardtop

John and Marilou Lissandrello (FCA #15402) of Morgan Hill, California owned a 1963 Sprint convertible they had lovingly named "Eleanor." But they wanted to add a hardtop to their family so their search began.

They found the Falcon on Craigslist and, sight unseen, they purchased it. When it arrived it was in need of some major work. They lovingly named it "Helenor" after Marilou's late mom, Helen. After some major work was done on the transmission, mechanicals, interior and exterior, Helenor was road-ready.

The Lissandrello's and Helenor's story and photo montage begin on page 16.

CALENDAR OF EVENTS

AUGUST 18-19, 2017

19TH ANNUAL NORTHEAST REGIONAL MEET STURBRIDGE, MASSACHUSETTS

Hosted by Northeast Chapter.
Use form in this issue to register.

SEPTEMBER 8-9

MID AMERICA CHAPTER REGIONAL OVERLAND PARK, KANSAS

Hosted by Mid America Chapter.
Registration form available at falconclub.com/events.

SEPTEMBER 29-30

TENNESSEE VALLEY REGIONAL/ALL FORD SHOW SEVIERVILLE, TENNESSEE

Hosted by Tennessee Valley Chapter.
Use form in this issue to register.

Please send your FCA event information to

fca.editor@yahoo.com and admin@falconclub.com.

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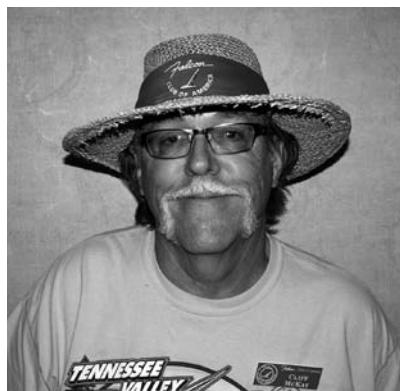
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Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

"A heartfelt "Thank You" goes out to all the team members and the volunteers who helped produce this year's national event."

I would like to congratulate the Sonoma and River City Chapters for a job well done in hosting our Falcon Club of America 38th National Meet in the very interesting and scenic Sacramento, California area. A heartfelt "Thank You" goes out to all the team members and the volunteers who helped produce this year's national event. Thanks to the other chapters who made donations to support this outstanding event as well.

I want to thank all of our membership for their attendance at national and regional events. I have really enjoyed meeting and visiting at these events with as many of our "Falconeers" as possible—both meeting new and renewing old acquaintances. Remember to watch for more convention coverage in December's *National Falcon News*.

Next year we will be landing in the middle of the country for our 2018 National Meet. Wichita, Kansas is ready to welcome our group. It's never too soon to get an early start and plan ahead for your trek to Kansas. If you had to miss this year, hopefully you'll be able to join us in the Heartland. Don't forget your sun gear.

Summer is by far the best time of the year for our local chapters to actively be on the lookout for new Falcons and their owners as prospective new members. Be sure to invite the folks you meet to join in your local events. Our great Ford cars, minitrucks and vans are magnets for crowds, plus our friendly atmosphere at

gatherings is a great recruiting tool. Take your kids, grandkids or even your neighbor's kids to local car shows; it can encourage future interest in our collectable Falcons.

FCA always encourages our members to assist others who are interested in restoring or acquiring any type of Falcon. Don't miss any opportunity to spread the word about our great club and share the incredible resources we have available for our members.

Falconclub.com, our website, continues to be updated and improved. It is easy to join or renew your membership through the site; many like to do it by using Paypal. Now for the first time ever, we have also added the ability to register online for next year's 39th FCA National and also use Paypal as an option for payment!

Don't forget to make plans to attend one or all of the regional meets scheduled for this coming fall: August 18–19 in Sturbridge, Massachusetts, September 8–9 in Overland Park, Kansas, and September 29–30 in Sevierville, Tennessee.

Take care of one another and remember that "each day is a gift" to be enjoyed and shared with others. May God Bless! Hope your summer has been fun and enjoyable for your entire family. Enjoy taking those birds out flyin' as you motor safely down America's highways. I can hardly wait for fall of 2017 when I'll be going to the great car shows in my area.

—Cliff McKay (FCA #7987)
Peck, Kansas

CHAPTER CHAT



On April 22, 2017, 36 enthusiastic Mile-Hi Chapter members visited the Vehicle Vault in Parker, Colorado. Not your average car museum, it is a unique building that houses a fabulous collection of rare and exotic automobiles from all over the world. During this great self-guided tour they were treated to beautiful vehicles, old and new, some with amazing restorations. John and Peggy Kechter organized the outing for the chapter. After their tour they gathered for a group picture then hopped into their Falcons and shared lunch at the Hickory House restaurant. President Jim diZerega held an abbreviated meeting and they welcomed a new member, Moe Belisle.

—Judy Scott, Editor of the *Falcon Transmission*,
the bi-monthly publication of the Mile-Hi Falcon Club



Mile-Hi Chapter Tours Parker's Vehicle Vault





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Ford's Buyers Digest of New
Car Facts for 1965. Some
things really haven't changed
in 50+ years.

Analysis of thousands of motorists reveals the way you live determines the way you drive!

Psychiatrists and auto safety experts studying the driving habits of U. S. motorists have found that about 90% of all automobile accidents are caused by human factors. Research into the workings of the human mind now gives us at least a clue as to why this is so. According to leading psychologists, "we drive the way we live." Operating a car is just one of many ways in which we expose our personalities.

In one survey, for example, psychiatrists compared the personalities of accident-prone drivers with the personalities of motorists who had few mishaps. They discovered that nearly two thirds of the accident repeaters had a record of "antisocial" behavior—impulsiveness, selfishness, intolerance of the rights of others, etc. Only 9% of the low accident rate drivers displayed these undesirable traits!

Do you drive the

At the same time, the investigators studied a group of truck drivers with a remarkably low accident rate. They found that these men had been hired in the first place primarily for their emotional stability and maturity. Their driving skill and physical attributes were secondary. Thus the psychologists drew the conclusion that the habits of good living are the mainsprings of good driving.

It's virtually impossible to check the living habits and mental health of every driver before he gets his license. But psychologists now know enough about what makes a good driver (and a bad one) to set down certain basic rules that can make your driving safer and more pleasurable.

1. Emotional turmoil, anger, or preoccupation over business or personal matters can blind your judgment, dull your coordination and reflexes, and impair your ability to make quick decisions. Many accidents take place when motorists are angry or thinking about things other than driving. If you must drive under these conditions, try to be extra careful.
2. Good drivers resist the urge to "get back" at another motorist. Somebody may cut you off sharply. You have a right to be annoyed, but don't let that annoyance tempt you to seek "revenge." It's not worth it! Write the other fellow off as a bad driver and go your way in peace.
3. The most dangerous drivers are those who try to work out their problems on the road—venting their hostility, resentment and other emotional conflicts behind the



way you live?

wheel of a car. They forget that an automobile is an instrument of convenience and enjoyment and not a weapon.

4. Many people believe they have the inherent "right" to drive. This isn't true. Driving is a privilege we earn by our knowledge, training and maturity. Know the rules of safe driving-and follow them. Heed the "Golden Rule of the Road" and drive the way you would want "the other guy" to drive.

By following these simple suggestions, you can make driving the relaxing, often enriching experience it should be. Here are just a few of the psychological benefits you can derive from driving.

- Auto travel lets you broaden your horizons. For example, children can see American history come alive on a cross country car trip.
- Your car can help revitalize you. Psychiatrists know that it's often wonderful therapy to get away from the daily grind. A leisurely car vacation helps recharge your mental batteries, ease tension and renew your lease on life.
- Your car can strengthen family ties. Psychologists say that seeing new places as a family and sharing the adventure of a car vacation are experiences that eventually blend into happy memories. It's safe to say that most adults still remember with nostalgic clarity their first big automobile trip!

Every year, psychologists learn more and more about the close connection between driving and our personalities. Some day soon, in fact, we may even develop a psychological test by which experts will be able to predict more accurately who will be the safe drivers and who will have accidents.

But for now, when you slip behind the wheel of your car, it's up to you to decide what kind of driver you'll be. "We can pretty well describe what kind of drivers people *are*," says one prominent New York psychologist, "but we can't tell them what kind of drivers they want to *be*. They have to decide that for themselves."



Launching The Red Rocket

Headliner and Glass Installation

Glass on The Red Rocket had been removed for painting and now it was time to reinstall the headliner and glass. A Falcon headliner has to go underneath the windshield and back glass rubber seal, so a new headliner needed to be installed before we put in the windshield and back glass. Here are the steps we took in that process.

1 The first step was to spread out the new headliner and rubber seals and allow them to relax.



4 The new and correct windlace was installed.



2 Billy Pope, Frank Bell and I removed the old headliner and the coffin-inspired windlace.



3

The mounting holes for the headliner bows were marked.



5

There was insulation missing from part of the roof and C pillars so new insulation was installed in those areas.



TECH TIP: Don't be afraid to put the glue on thick and heavy. Remember it needs to hold the roof insulation in place for another 50 years!



A Series by Jeff Schira

6

Once inserted into the headliner, the headliner bows along with the headliner were installed in the car.

Starting at the back, the headliner was pulled tight and glued and clamped in place.

The material around the C pillars was tugged and stretched to remove wrinkles. This process took two to three hours as Billy wanted everything to look just right.

The headliner was then pulled tight and glued and clamped in the front, following the same process used in the back.

Finally, the headliner was stretched side to side to remove any wrinkles and tucked in behind the tack strip to hold the headliner nice and taut.

—Continued on page 12



The Evolution of Ford's Blue Oval Logo

When the Ford Motor Company was founded in the summer of 1903, Henry Ford's principal engineering assistant, C. Harold Wills, remembered an earlier hobby. He had trained, among other things, as a commercial artist and in his teens had earned money by printing visiting cards. He still had his old printing press in the attic of his home and, using the script typeface he had used for visiting cards, he developed a stylized version of the words *Ford Motor Company*.

This lettering was first used on company communications in 1903 and on cars in 1904 when some examples of the Model C. The script lettered *Ford Motor Company* was placed on a brass plate forming part of the starting handle aperture.

Wills' trademark design was also used in 1903 on a transfer carrying the words "Ford Motor Co. Detroit Mich" surrounded by an art nouveau border. It was used to identify the first production Ford, the 1903 Model A.

In 1904, the script was used to advertise the cars for the first time, and it appeared on the windows of the London Ford Agency. A more developed form of the script appeared on the 1906 Model K and Model N which had the four script letters "Ford" embossed in relief on the radiator header tanks. The letters "F" and "d" had long tails. This was known as the "script with wings" and was used on all Ford cars up to 1910, when the lettering was revised to the form that is still in use today.

In 1909, the Ford script trademark was registered at the United States Patent Office. The declaration stated: "that said trademark is used by said corporation in commerce among the several states of the United States and foreign nations or Indian tribes, and the Dominion of Canada."

The first use of an oval trademark occurred in 1907 when the British agents, Perry, Thornton & Schreiber (forerunners of the Ford Motor Company Limited



1903-1909



1909-1912



1912-1917



1917-1927



1927-1957



1957-1976

Britain) advertised Ford—the hallmark for reliability and economy."

The definitive Ford trademark was created by combining the script and the oval. It was first used for dealer identification in 1911, but for car identification the unadorned script remained.

The script with the oval was first used for dealer identification in 1912, but the car identification was still the script. It appeared as a winged triangle in orange or dark blue, which carried the words *Ford* in script and *The Universal Car* under it in block letters. Henry Ford, however, disliked the design and it was discontinued. Interestingly enough, the writing of "Ford" appeared to be influenced by Henry Ford's own signature.

The plain Ford script continued to be used both on cars and in company communications and advertising until 1927, when the new Model A became the first Ford car to carry the script in oval on the radiator badge. The background color was a deep royal blue. The oval badge was used on many Ford cars up until the end of the 1950s, but though it was refined in detail over the years, the oval emblem was not featured on another vehicle until the introduction of the new Mark IV in 1976.

Starting with this model, Ford has progressively used the Ford oval as a product identification badge on each new model.

Ford entered the last stage of the "Corporate Identity" program, begun in 1966 with the use of the oval as primary identification on all dealerships, plants, rolling stock and company locations. The purpose of this program was to "provide an easily recognizable and consistent form of identification for all the company's plants, facilities and products around the world."

The first use of the Ford script inside a blue oval on an automobile coincided with



the introduction of the Model A in 1927. In the United States the original Blue Oval last appeared on the exterior of a passenger car with the 1938 models, and 1939 for trucks then reappearing 1946-48. The Blue Oval continued to be featured in advertising through 1945. Ford advertising reverted to script without the oval from 1946 to as late as 1951.

In 1950 Ford introduced a new crest motif for North American Ford passenger cars. The new shield consisted of three triangular color shields (red, white and blue), each inlaid with a lion that evoked British heraldry. The crest was topped with block letters spelling FORD. The Dearborn crest continued to be displayed on some American Fords as late as 1964. In North America a simplified version of the crest was revived for the "B" pillar the LTD Crown Victoria of the 1980s.

The Dearborn crest also survived for decades in Argentina. It appeared on the Falcon sedan until 1965, on the Falcon Rural Station Wagon until 1991 and on the Taurus from 1975 to 1980. In Brazil, Ford used this design too. The Galaxy used the crest from 1969 to 1970 and the Maverick from 1977 to 1980. Unlike the Blue Oval, the Dearborn crest was strictly associated with Ford brand automobiles and not with the entire corporation.

The Blue Oval was only kept alive during the 1950s as the emblem for the company's Genuine Ford Parts division. In 1961 an awkward looking version of the original long tailed Blue Oval began to appear in corporate advertising. For 1962, Ford literature began displaying a restyled Blue Oval trademark. The new design was slimmer and featured an "F" with a shorter tail. In some cases the Ford script was dark against a white oval, in other cases it was reversed. This remains the design in use today.

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Launching The Red Rocket

—Continued from page 9

7 With the headliner installed, it was time to move on to the windshield. The rubber seal was installed on the windshield glass and the windshield trim was fitted into channels preformed in the seal. Masking tape was used to hold the trim in place temporarily.



8 The back glass was installed in a similar manner.



9 The clean up began. The glass installation process results in plenty of fingerprints and excess mastic on the glass and the paint. Using plenty of mineral spirits, paper towels and Q-Tips, it took almost as long to clean the glass as it did to install it, but everything turned out fine.



TECH TIP: If your glass cleaner is not getting the job done, try this glass cleaner from Sprayway. It cleaned up my glass in one try after regular window cleaner left the glass smeared. It is available at Walmart. *No, I am not getting paid by Sprayway.*



TECH TIP: Prior to installing the new headliner, leave screws in the mirror, sun visor and coat hook mounting holes to make the holes easier to locate after installation of the new headliner.



TECH TIP: Use an adjustable wrench to tighten the mirror arm nut at the mirror base, placing masking tape over the jaws of the wrench to avoid damaging the paint on the nut. The same trick can be used when wrenching any nut on which you want to avoid damaging the finish, such as the antenna base mounting nut.

A lot of elbow grease later, the interior of the Red Rocket is starting to look as good as the exterior. But, stay tuned, there is still much more to be done.

—Jeff Schira (FCA #6235)
Arlington, Texas

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1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 170818



1962 Ranchero, Mustang II front end with rack and pinion steering and disc brakes. Rebuilt 302 V8 and professionally rebuilt C4 trans. Original body parts taken down to bare metal before pro applied clear coat paint job. New windshield, carpet, weatherstrip and much more. Polished grille and re-chromed bumpers. Looks and drives excellent. Too many projects, must go. \$12,650 OBO. Don Quaintance, 520-743-7250 or CDQ4795@comcast.net. Tucson, AZ. 170715



1962 Falcon, four door sedan, white, rebuilt six cylinder 170 CID, 101 hp, three-speed on the column, good condition, \$4,500. Sadly parting with my beloved Falcon after its many years as my daily driver around Portland. I've since moved out of the country, so it's time to let it go. My dad will be handling the sale: Greg Wilson, gkw@coho.net, 503-867-2596, Portland, OR. 170804



1962 Falcon Deluxe Wagon, 170 six with three speed on the tree. Original condition, runs and drives but needs restoration. Has rust in the floors; I have pans to go with it. No rust on the roof. Has deluxe trim and power rear window. Car is complete and everything works! Lots more pictures available, \$4500 OBO. Contact BJ Reese bernrreese65@gmail.com or 916-919-7238. CA. 170824



1963 Falcon Futura convertible, \$750 or for parts. Car needs total restoration. It's a six cylinder automatic with bucket seats; when it was parked the top was working. Paul, 570-983-6199, jaker1_18436@yahoo.com. NE PA. 170803



1964 Falcon Futura hardtop, black with black bucket seat interior. 289 V8, C4 transmission, power steering, air conditioner, AM radio, aluminum radiator, rust free AZ car. Ready to show and go, \$17,900. Mike, 307-272-7144. UT. 170709



1965 Falcon Futura, 351 Windsor stroked to 418 cubic inches; Toploader four speed, Edelbrock heads, Edelbrock air gap intake, Edelbrock 750 carburetor, rack & pinion manual steering, adjustable coil over all four corners, Alston adjustable ladder bars, sub frame connectors, cable clutch linkage, nine inch Posi with 3.00 gears, \$28,000. For more information and additional pictures, call Ray at 815-968-8396. IL. 170810



1965 Falcon two door station wagon. Body style 59A, rare factory 289 V8, automatic transmission, power steering, power brakes, deluxe safety package. Purchased from original owner in 2003, nut and bolt restoration completed in 2005. Original color code "P" Prairie Bronze. Numerous first places in several concourse-judged events, featured in Hemmings Classic Car as restoration profile, January, 2009. Cover of FCA August, 2011. Gorgeous looking and driving car, restored to 99% factory stock presentation. \$32,000. Norm Huie, huiehome@cox.net for photos, details, and specs. 949-498-8974. CA. 170606

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$1,500; 1964 Futura hardtop bare body in primer on rolling chassis including many interior and exterior parts, \$6,400. 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 Deluxe Station Wagon, \$1,500; 1960 two door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357; phone 636-228-4501 or email jlbranson@mail.win.org. MO 170820

1965 Mercury Caliente, real nice body, new floor pans, \$3,000 OBO. 1964 Mercury Comet four door station wagon with 210 automatic nice body, needs floor pans, \$1,500. 1964 Mercury Comet, four door, nice body, 210 automatic, air conditioner 74,000 miles, still has 1974 license plate, \$1,500. Bob, 806-683-3550. TX. 170708



1965 Sprint, maroon exterior and black interior. Professionally restored, four-speed transmission, V8 engine. The car only has 3,000 miles on it and has never been in the rain. It has been stored in a climate-controlled garage. It is in great condition. Asking \$15,500. For more information please contact Michael at 401-573-1959, Michaela@airhartelectric.com. RI. 160709



1966 Ranchero, Viper Red with metallic Black Cherry trim. Original 289 and C4 transmission. Factory power steering and Vintage Air under dash A/C. Front disc brake conversion. Includes car cover and original front drums. Approx. 105,000 miles; approx. 20,000 miles since engine rebuild. Car has been driven on many cross country trips. Asking \$20,000. Call 816-880-4717 or email jlbmac357@gmail.com. MO. 170714

Falcon fiberglass 1964-65 convertible pedal-car shell. Never used, \$300. Can pick up at Tennessee Regional. David Wagner, 423-243-3525 or 65Sprint@baldwinpines.com. TN. 180828

PARTS FOR SALE

Four 13 inch wire wheel hubcaps. All four good to excellent condition, \$140 for all four. Pictures available. Email jbrem40@aol.com. 435-986-0323. UT. 170804

1960 NOS Falcon grille, \$199. 1963-65 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon Cowl Top, \$275. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no-back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. 1963-65 Falcon/Comet, 14" four lug, chrome slotted wheels, with B.F. Goodrich tires, \$950. 1963-65 Falcon bucket seats, black, useable or recover, \$950. 1963-65 Falcon/Comet

—Continued on page 18

Marilou's 1963 Sprint Hardtop

In the January 2017 issue of The National Falcon News, I introduced you our 1963 Sprint convertible "Eleanor." We purchased her in February of 2015 from FCA member Jim Norvell. In the article, I explained how we purchased the car from Jim, sight unseen, and have since taken steps to take her to the next level. I also mentioned that we had purchased a 1963 Sprint hardtop to complete our set.

Little did I know that purchasing a Sprint hardtop would be so difficult. You see, before purchasing "Helenor" out of Omaha, Nebraska, we almost purchased another Sprint hardtop out of Kansas City, Missouri. This one took a long time to find. It had the Corinthian White exterior with red interior which we were looking for and had been recently restored from the ground up with all NOS parts. My wife and I were ecstatic to find the car and even more excited to have it arrive. Unfortunately, that never happened.

On the day my friend in Kansas City was supposed to deliver the check to the seller, the Falcon was in an accident. At first I thought my friend was kidding when he called to tell me that the seller had canceled the meeting because he had been in an accident. What were the chances? A few minutes later the seller called to tell me he was at a stop light out on a test drive when he was hit by a teenager who wasn't paying attention. Fortunately, nobody was hurt but the Sprint hardtop was a total loss. We were devastated. We both felt as if someone had kicked us in the gut.



Luckily for us, I had previously put a lot of feelers out looking for a 1963 Sprint Hardtop and it wasn't long before we got a lead on another car. This time, Dee Moratto Bowes, from the Ford Falcon Owners Group, reached out to me on Facebook about a Sprint Hardtop on Craigslist for \$10,500. We immediately called the seller on the way to work and, by the time we got off the phone a few minutes later, we had decided to buy it, sight unseen again. We weren't about to think about

Helenor

By John Lissandrello



this for too long as there was a lot of activity at that price. We sent a deposit, mailed a cashier's check, and arranged transportation.

The Sprint arrived a week later and she was a mess. The exterior and interior were in decent shape but the mechanicals needed some major work. The old adage, "rode hard and put away wet" fit perfectly here.

Seeing I couldn't get the car out of reverse, the first trip she made was to a local transmission

shop. I had to send my shifter out to Vintage Ford Manual Shifters to be rebuilt and have the transmission totally rebuilt. Add to that a new drive shaft, front and rear wheel cylinders, inner and outer tie rod ends, brake hoses and lines and the expenses were starting to add up fast.

The next stop was to the local muffler shop for a new exhaust. The one on the car was so rusted,

Continued on page 20

CLASSIFIED ADVERTISING

—Continued from page 15

four speed shifter with knob, \$199. 1963–65 Falcon/Comet , Toploader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$229. 1963–65 Falcon/Comet six cylinder valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 170806

Front and rear refurbished and re-chromed bumpers for 1962 or 1963 Falcon, \$1,200. Hood boomerang, refurbished and re-chromed, \$250. Front grille for 1963, refurbished and polished, \$600. Front headlight bezels for 1963–65 refurbished and polished, \$150 a pair. Prices are firm unless you take the entire lot for \$2,000. Can ship, guaranteed. Also have good straight 1962–63 bumper cores for sale with braces. Tony Getsinger, 864-934-4471, tonygetsinger@gmail.com. SC. 170710

1963 Falcon spears, \$100 OBO. 1963 chrome original Sprint valve covers with pollution control assembly, \$75. 1963 hood scoop, needs re-chroming, \$25. 1963 Falcon chrome door trim , \$45. Many more Falcon parts for sale. All prices are plus shipping. Ron Pagano, 352-513-3771. FL. 170813

1963 Ranchero body parts: doors, fenders, hood, tailgate, rear window, hinges, hubcaps, radiator. Nice front bumper, plus more. Call Sam for prices, will ship, 406-438-1439. MT. 170814

Original 1963 Sprint air cleaner, needs re-chroming, \$200. C7DZ-17696-A cigar lighter, used, excellent chrome, \$50. All NOS: C2DZ-17696-A outside mirror; Falcon V8 parts carbs, \$50 each. C4A#-9A589-D two barrel carb spacer, excellent used, \$50. C4DZ-16228-C "260" fender emblem, \$50. C2DZ-10883-A temp gauge, fits 1960–62 Falcon, \$65. Door handle pads for front doors, four pieces, fit 1960–65 Falcon, \$25 for all. Voltage regulator C3DZ-10595-A, \$100; turn signal switch plate for 1960–62, \$30; windshield wiper switch C6DZ-17A625-A, S.W. 776, front suspension bumper one piece C3DZ-3020-A, \$10. Fuel gauge C5DZ-9305-A, fits 1964–65 Falcon, 1965 Mustang, \$90. Hood bumpers C4DZ-16758-A original 1³/₈" wide, six pieces in each package, fit 1964–65 Falcon, 1965 Mustang, \$45 package. All prices plus shipping. John Simone, 413-527-8502, MA. 170816

1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 289 crankshaft, \$150; eight connecting rods cast #C3AE, \$100; valve covers, \$60. 2V intake cast #C5AE-9425 D, \$75; engine block main caps, \$100. 1966 289 heads cast #C6OE, date codes 5F10 and 5H17, \$200. 289 / 260 Falcon exhaust manifolds, \$100. 1965–66 two barrel set up, intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; PVC system, thermostat housing, carb spacer, fittings, engine tag, etc., \$250. 1967 289 heads, cast #C6AE, dates 7D18 and 7E2 \$200. 1968 302 4V J code intake manifold cast #C8ZE-9425-A,

date 8A31, carb spacer, PVC system, coil bracket, thermostat housing, fittings, etc., \$300 for all. 1968 302 4V J code high compression heads, cast #C8OE, \$500. 1968 302 4V J code valve covers with brackets and oil fill/PVC cap, \$75. 1968 302 J code short block, cast #C8OE-6015-A, cast date 8B3, machine date 8B13B, \$500. 1972 302 Mexican block (stronger better block with beefier main caps): cast #D1ZM-6015-AA, cast date 19B2, machine date 2J297, bored 30 over, \$750. 347 stroker kit, \$1,200. 1995 302 heads, cast #E7TE, dates 4K22 and 4L12, one pair, \$150. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17 one pair, \$150. 1968–70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 170811

1964 Falcon Sprint 260 V8 135–140 compression on all cylinder, two barrel carburetor, runs well, no starter or generator, \$250. 1964 Sprint three speed transmission with bellhousing, needs third gear synchronizer, \$150. Elmo Lewis Jr., 240-457-0334, elewis2755@gmail.com. MD. 170807

1961 two door sedan parts: Rust free doors, hood with some surface rust, fenders, front pan, and trunk lid, \$500. Bumpers, \$75 each. Window felt kit, \$60. Headliner, \$75. Windshield rubber and back window rubber, \$125. Black carpet, \$95. Restored jack and components, \$75. Grille and components, \$100. Tail lights, \$50. New trunk emblem, \$75. Nice AM radio, \$200. Much more. Jim Browning, jimsclassics@yahoo.com, 713 306 2843. TX. 170812

NOS: 1960 grille, \$195; 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 each; 1960 deluxe wheel covers, 13 inch, \$195 set of four, 1962–63 Deluxe-Squire wheel covers, 13 inch, \$195 set of four. Also good used 1962–63 Deluxe Squire wheel covers, \$40–100 per set based on condition. 1962–63 Squire wood grained gas cap, in the box, one left, \$295. New 1965 hardtop bucket seat upholstery, Palomino, front and rear seats, \$300 for the set. Nice Used: Three Sprint tachs, tested and working \$195–495 each. Good 1960 grille with a scratch, \$95; two 1961 grilles, \$150 and \$225; 1963 headlight doors, \$50–95 a pair; 1962 grille in good shape, \$395; nice headlight doors, with shelf wear, \$95 each. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$250–450 exchange. Good used hardtop windshield trim, \$175; driver quality 1964–65 six cylinder power steering system: stored outside and will need work; VERY RARE, \$495 as is. Convertible bucket seats with correct seat tracks/risers, in need of total restoration, very nice blue, \$900. 1966–67 power steering system, steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is, may fit 1968–70 as well. Two narrow pattern Toploader four speeds: one for a 1964½ Mustang and can work in a Falcon but needs the Falcon tailshaft housing, rebuilt, \$995; one narrow pattern Toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, with a factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap but they are reproduced now. 1962–65 trunk locks, good used with

serviced locks and new keys, \$95-\$195. 1961-70 station wagon tailgate cranks with serviced locks and new keys, \$100-\$450. 1966 Ranchero topper, RARE survivor, needs work, \$200 as is. 1964-65 Futura door badges, repainted plus good chrome, \$20 a pair. 13 inch and 14 inch wire spinner hubcaps, all grades, restored, good used, and driver quality, levels #1-4, \$150-550 per set based on condition. 260 builder, long block, with front cover plus valve covers, build code 3F18Z (or 3F182) ran great, but smokes, \$200; two speed V8 Ford-O-Matic, shifts nicely, complete with linkage and starter, \$300; local pick-up for the engine and transmission. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call or email with your needs. Lenny Kellogg at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 170807

Nice 1963 Falcon console. Rear curved glass for station wagons, luggage rack. Four speed transmissions, top and side loader, also shifters. Two and three speed automatic transmissions, five and six bolt bell housings. Falcon grilles, fenders, door, hoods, trunk lids, air conditioners. Nice Caliente grille. Much more. Bob, 806-683-3550. TX. 170708

1963 Falcon Futura convertible parts: front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 170826

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or email jlbranson@mail.win.org. MO. 160707

PARTS WANTED

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces OK. Contact lenkellogg@lpbroadband.net or 970-593-1964 or visit kelloggsgarage.com. CO. 170807

289 Hi Po San Jose built four speed radiator, Top tank is stamped C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose plant. Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416, 314-480-2556 or kslitteken@aol.com. 170811

NOS Seat Covers for a 1963 Sprint hardtop. I'm looking for a set in black and need both the four front pieces and two rear pieces. Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170813

Window seals for the stationary rear windows in the rear doors of a 1965 Falcon station wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 160822

Looking for one 13 inch four lug Ford rim to be used as spare tire at a reasonable price. Please call or text John Hagler, 512-468-9682. 160802

1964 C4 five bolt 289 block, standard bore with .003 taper, magnafluxed and baked, \$400. 1965 289 ready to run .040 over, flat-top pistons, parallel decked .012 deck height Ersom 351 cam, GT40 heads Scorpion roller rockers with front cover, pan, oil pump, dampner, \$2,500. Email msgarrett35@Reagan.com or call 301-803-0433. MD. 170803

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Helenor



The Sprint from Kansas City that was totaled the day they were to purchase it.



This is how Helenor looked the day she arrived at the Lissandrellos.

I assumed it was original to the car. All kidding aside, the exhaust came out great and the car sounds like it should.

The next trip we took was not enjoyable either but badly needed. The second phase of the Sprint Hardtop makeover included rear leaf springs and shocks, front coil springs and shocks, upper and lower control arms, pitman arms, and an alignment. We also had the car converted to a dual master cylinder, had the radiator flushed, and fix the horns.

As a matter of fact, when I sent the two horns out to The Horn Works to be refurbished, they

found corn kernels rattling around inside which makes me wonder if someone was driving the car through the corn fields outside Omaha.

As far as the exterior was concerned, there were some large scratches and a couple of small dents that needed to be addressed. We hired a local auto paint repairman who was able to match the Sandshell Beige perfectly. We also used the same person to install a "retro" looking Rallye stripe to the left side of the car. Our goal was to try and emulate a stock photo from the 1960s showing the same stripe.



The Lissandrellos



The Sprint as purchased for \$10,500.



The look after the stripe and spinner hubcaps were added.

My wife wanted to swap out the American Racing rims with stock wheels and a set of NOS Ford spinner hubcaps I'd purchased off eBay. The aluminum American Racing rims were dull and the spinner hubcaps, along with the whitewalls, gave the car a more classic traditional look.

The interior didn't need much work. The carpet, seat covers, the "wood-like" steering wheel were all in good condition. The car came with a self-regulating electric clock which didn't work. I sent it to The Clock Works to be refurbished. The only thing left to do is to replace the door panels.

"Helenor" has required a lot of work and money to get her where she is now. The Facebook accusations that "I stole her" didn't take into account the bigger picture. The purchase price was only the beginning of the equation.

We don't plan on selling "Helenor" anytime soon as it is named after Marilou's late mom, Helen. I've been eyeballing a possible third Sprint for our collection on the East Coast...but that's another story.

—John and Marilou Lissandrello (FCA #15402)
Morgan Hill, California

CHAPTERS BY REGION

Pacific Region

Regional Director Monte Brachmann
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER
BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar-Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
John Lissandrello
18429 Ruby Lane, Morgan Hill, CA 95037
408-628-7397
sectreas@goldengatefalcons.com
Meet second Saturday odd months

MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bimonthly Jan-Nov.
See rainierfalcons.com for more info.

RIVER CITY FALCONS CHAPTER
SACRAMENTO, CALIFORNIA
Steve Hobart
9845 Sleepy Hollow Court
Stockton, CA 95209
209-957-0974
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS
FOR FUN CHAPTER
SANTA ROSA, CALIFORNIA
Al Aiello
5915 Chandler Ct.
Santa Rosa, CA 95409
707-539-2860
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meet second Sunday of even numbered months
Gather at 9:45, meet at 10:00 a.m. at Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

North Central Region

Regional Director Jack Ellis
17860 168th St., Basehor, KS 66007
816-806-1806

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER
Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

NORTHLAND CHAPTER
No leadership at this time.

GREATER OZARKS CHAPTER
SPRINGFIELD, MISSOURI
Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director Frank Bell
720 San Antonio Tr., Mansfield, TX
817-480-2365

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Samuel Dickinson
4005 Nockenut Road, Seguin TX 78155
210-626-2050
Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
previous meeting.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
OKAHOMA CITY, OK
Doug Browning
660 S. Henney Rd., Choctaw, OK 73020
405-820-4808
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive-in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Ron Brown
4147 SCR 31, Ft. Lupton, CO
303-857-9360

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888
Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498
Meet quarterly. Call for details.

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Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS
Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898
Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER

PENSACOLA, FLORIDA
Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

GULF STATES CHAPTER

GULFPORT, MISSISSIPPI
Mike Sigler
14475 S. Big Hill Road, Gulfport, MS 39503
228-596-9160
Meeting info posted on Facebook page.

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Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

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Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
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Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA
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Toronto, Ontario, Canada M9N 227
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Meetings TBA

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Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

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Ron Styles
2100 Tigerville Rd., Travelers Rest, SC 29690
864-834-3693
Meet third Sunday monthly; Greer, SC;
864-879-1060

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Tony Honeycutt
6477 Mount Pleasant Rd. S.,
Concord, NC 28025
980-621-1787
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

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Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834
Meetings TBA

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770-560-3964
Les Triggs (July-December)
5034 Hugh Howell Rd., Conyers, GA 30094
770-939-9601
Meet first Sunday bi-monthly; call for details.

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Winter Haven, FL 33884-1318
863-206-1990
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA
Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER
Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030
wrjr57@comcast.net
Meet monthly April-November; call for details

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Terry Critser
1212 Outspring Road
Chesapeake, VA 23322 • 757-646-3222
Meet second Sunday of March, June, September,
December. See website for locations.



David Lau's 1964 Ranchero was the Featured Falcon in the July 2016 issue of The National Falcon News.

Truclet Trim Surfing

I've wanted to add the 1964 deluxe trim to my Truclet ever since I got it. I like the way it fits into the body sculpting. I've had an eBay search active for 1964 Ranchero trim for over two years. Many of you know the trim set is unique to the Ranchero due to the longer rear quarters.

I called Falcon Farm and asked if they had a set. They laughed at me. One day while sitting in the hospital waiting room as Jo's knee replacement began, my eBay search came up with the passenger side door trim for a '64 Ranchero. Hmm. Another auction appeared for the front trim pieces. Double hmm. The drivers side, and finally, the rear quarters appeared in six separate auctions. Oh dear, what if I were to win five out of the six auctions?

I started pouring over all the pictures the seller had posted, as well as I could on the little iPhone screen. I kept zooming in, swiping across, and pinching out. All pieces looked really good, with no bends or dings, so in all six auctions I entered "Buy it Now" in my shopping cart and hit Paypal. It is frightening what

you can spend with such a tiny device! I then crossed my fingers that the seller would refund some of the shipping cost listed for six separate shipments since I was buying them as a group.

I am happy to report all the pieces came SO well packaged it took me most of an hour to unwrap it all. The seller appeared to be a Falcon fan, and did refund \$50 in shipping cost. He told me the trim had come off a '65 Ranchero. He'd purchased it in the Midwest, only to find the frame rails were rotted, so he had to part it out. Was the '64 trim still available in 1965 as a holdover option?

I ordered the reproduction chevrons with a 15% off coupon from Mac's, and tried shining up the old trim pieces with metal polish. I got some improvement, but next to the new chevrons, they just didn't cut it. So I took Alan Aniol's advice and turned them over to McNickol's Plating in Redford for reanodizing. Their turn-around was eight weeks, so I had plenty of time to research double-sided tape to install the trim. I was not going to drill 42 holes in the body like they did in 1964.

This article was adapted from two articles that were published in *Falcon Express*, the Metro Detroit Falcon Club Newsletter, Editor Larry Shovan



Finishing Touches

When we installed the 1964 deluxe trim last year, we had to remove the Ranchero script from both front fenders and reinstall it down below the stainless spears. That left four "bullet holes" in each fender where the script was pulled off. At shows, you know people always notice the flaws, and asked me, "What happened there?" I told 'em, "I got shot at four times, but I got away." At least that shut them up.

Back in the nineties I put a rear deck antenna on a 1960 Thunderbird. That left a hole on the front fender which I filled with one of those external cellphone antennas. At shows, people would point to that cellphone antenna and ask if it was original. With a straight face, I'd answer, "Not from the factory; it was a very rare dealer-installed option." End of stupid questions!

The bullet holes needed to be filled, there was a crack in the nose of the hood, and there was a dent behind the passenger door. This year I needed to fix all that, but things got a bit out of hand.

Scott, the owner of MRT Performance in Plymouth, looked at what they had to paint and asked if I'd ever considered a two-tone paint job. I had, but could never think of a good color to go with the Cobalt Blue, so I said to stick with just the Cobalt.

I asked for inspiration and guidance at a Metro Detroit Falcon Club meeting. Larry talked about a Silver Metal flake with Pearl clear coat, and Gordon gave me a Ranchero brochure showing how the two-tone looked originally on the Falcon. That



evening I was scanning through a Barrett Jackson auction and saw a '56 Chevy in Cobalt Blue with black trim which looked awesome to me. I called MRT back and said, "Hold the presses. I want to do the two-tone with black!" They worked up a couple samples with various metal flake additives, and we picked one using the same silver and blue flake as the Cobalt. Then Scott from MRT said, "How 'bout we do the valley in the hood too?" I said "No, that would not be correct, but do the roof since that was the original Falcon scheme." Scott said it would present a better balanced theme if we did the hood as well. Finally I decided there was precious little left original on the truck, so excitedly I said, "Yes, let's do it!"

—David Lau (FCA #15122)
Plymouth, Michigan

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SPARK PLUGS

- REMOVAL • CLEANING
- INSPECTION • INSTALLATION

Service Tip from
Shop Tips from Ford
May–June 1965

1. Disconnect the spark plug wires by grasping the terminal or boot, not the wires; then loosen each plug one or two turns, using a deep-well socket of the correct size, and extension, if required, and a ratchet handle.
2. Remove all dirt from each plug to prevent dirt from entering the cylinder when the plugs are removed.
3. Remove the plugs and place them in a row on a fender cover in the order in which they were removed. This will aid in the inspection and analysis of any unusual conditions which might be attributed to a malfunction in another part.
4. Clean the spark plugs with an approved spark plug cleaner. Be certain that all surfaces of the insulator are clean and white. Remove any rust from the plug threads. Also, clean the exterior surface of the insulator with solvent.
5. File the electrodes with a small point file. Open the gap slightly to permit proper filing. Be sure that the parallel electrode surfaces are bright and clean.
6. Reset the electrode gap to specifications. Do not bend or apply pressure to the center electrode. Use the bending tool to adjust gap to its proper setting, keeping the surfaces of the electrode parallel. Plier-type gapping tools are not recommended.

7. Prior to spark plug installation, wipe the spark plug seats in the cylinder head with a clean cloth. If the seats are rusted, clean them with a wire brush. If necessary, clean the spark plug hole threads with a thread tap of the proper size. Install new gaskets on gasket type spark plugs and screw the plugs into the head finger-tight.
8. Use a torque wrench with the correct deep-well socket, tighten the plugs to the specifications listed below:

HEX SIZE INCHES	PLUG THREAD SIZE	TORQUE FT. LBS	
		CAST IRON HEADS	ALUMINUM HEADS
5/8	10MM	15	10
13/16	14MM	30	25
7/8*	18MM**	40	35
15/16	7/8"-18	45	40

* 13/16 —tapered seat **Torque-tapered seat spark plugs 15 to 20 Ft. Lbs.

9. Connect the spark plug wires and check the condition of the wire and boots. Dried-out wires and boots can be a source of spark failure and should be replaced.

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From the Racing Archives



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What Happened in August 1965?

- August 1 Jim Clark of Scotland clinched the 1965 Formula One racing championship by winning the German Grand Prix at Adenau. It was Clark's sixth victory in all six of his starts in the 1965 season.
The Sound of Music reclaimed number one in its twentieth weekend of release.
- August 4 The U.S. Senate voted, 79 to 18, to pass the Voting Rights Act of 1965. It was a landmark piece of U.S. federal legislation that prohibits racial discrimination in voting.
- August 6 Lt. David Robinson, U.S. Navy officer and NBA all-star, was born in Key West, Florida.
- August 11 At 7:00 in the evening in the mostly African-American section of Watts in Los Angeles, a white California Highway Patrol officer, Lee W. Minikus, pulled over at 1955 Buick driven by Marquette Frye. After failing a sobriety test, Frye along with two family members began scuffling and more officers arrived. A crowd of curious spectators grew to several hundred. The Watts Riots began. By the time that the rioting ended six days later, 34 people had been killed, 1,032 had been injured, and 3,952 arrested, and there was more than \$40,000,000 of damage.
- August 13 The rock group Jefferson Airplane made its first appearance on the opening night of the Matrix nightclub in San Francisco.
- August 14 Sonny & Cher's "I Got You Babe" hit Number One.
- August 15 The Beatles performed the first stadium concert in the history of rock, playing before 55,600 persons at Shea Stadium in New York City
- August 21 Gemini 5, with astronauts Gordon Cooper and Pete Conrad, lifted off at precisely 10:00 a.m. from Cape Kennedy in Florida and began its orbit six minutes later.
- August 28 Shania Twain, Canadian country music singer and songwriter, was born in Windsor, Ontario. First Subway sandwich shop opened in Bridgeport, Connecticut.
- August 30 Casey Stengel, the 75-year old manager of the New York Mets, announced his retirement after 55 years in baseball.

HOW TO ADVERTISE IN



GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and / or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Ads and photos may be sent by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested.

The FCA reserves the right to refuse advertising from any person or business.

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PHOTO OF THE MONTH



John and Mariou Lissandrello enjoy an afternoon drive in their set of 1963 Falcons—Eleanor and Helenor.

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